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**** WARNING ** WARNING ** WARNING ** WARNING ****
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September 7, 2005

06-Fre-99-R1.1/12.0
06-350704
ACNH-ACBHNH-P099(450)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in FRESNO COUNTY IN AND NEAR KINGSBURG AND SELMA FROM ROUTE 99/201 SEPARATION TO 1.5 KM NORTH OF FLORAL AVENUE UNDERCROSSING.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on September 27, 2005.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract

Project Plan Sheets 201, 348, 349, 351, 352, 353, 354, 357, 358, 359, 360, 364, 365, 366, 369, 370, 373, 374, 377, 378, 379, 382, 384, 386, 389, 390, 391, 392, 393, 394, 395, 396, 397, 400, 401, 402, 403, 407, 408, 409, 411, 412, 415, 416, 421, 427, 428, 429, 430, 432, 435, 436, and 442 are replaced. Half-sized copies of the replaced sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 10-1.48, "CONCRETE STRUCTURES," subsections, "FALSEWORK" and "PERMANENT STEEL DECK FORMS," are added after subsection "DECK CLOSURE POURS," as attached.

In the Special Provisions, Section 10-1.79, "RAISED PROFILED THERMOPLASTIC TRAFFIC STRIPE," is replaced as attached.

In the Proposal and Contract, the Engineer's Estimate Items 84, 85, 86, 90, 94, and 143 are revised as attached.

Addendum No. 1
Page 2
September 7, 2005

06-Fre-99-R1.1/12.0
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To Proposal and Contract book holders:

Replace pages 7, 10 and 12 of the Engineer's Estimate in the Proposal with the attached revised pages 7, 10, and 12 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the NOTICE TO CONTRACTORS section of the Notice to Contractors and Special Provisions.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it. A copy of this addendum and the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

FALSEWORK

Falsework shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

Welding and Nondestructive Testing

Welding of steel members, except for previously welded splices and except for when fillet welds are used where load demands are less than or equal to 175 N/mm for each 3 mm of fillet weld, shall conform to AWS D1.1 or other recognized welding standard. The welding standard to be utilized shall be specified by the Contractor on the working drawings. Previously welded splices for falsework members are defined as splices made prior to the member being shipped to the project site.

Splices made by field welding of steel beams at the project site shall undergo nondestructive testing (NDT). At the option of the Contractor, either ultrasonic testing (UT) or radiographic testing (RT) shall be used as the method of NDT for each field weld and any repair made to a previously welded splice in a steel beam. Testing shall be performed at locations selected by the Contractor. The length of a splice weld where NDT is to be performed, shall be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass shall be ground smooth at the locations to be tested. The acceptance criteria shall conform to the requirements of AWS D1.1, Section 6, for cyclically loaded nontubular connections subject to tensile stress. If repairs are required in a portion of the weld, additional NDT shall be performed on the repaired sections. The NDT method chosen shall be used for an entire splice evaluation including any required repairs.

For all field welded splices, the Contractor shall furnish to the Engineer a letter of certification which certifies that all welding and NDT, including visual inspection, are in conformance with the specifications and the welding standard shown on the approved working drawings. This letter of certification shall be signed by an engineer who is registered as a Civil Engineer in the State of California and shall be provided prior to placing any concrete for which the falsework is being erected to support.

For previously welded splices, the Contractor shall determine and perform all necessary testing and inspection required to certify the ability of the falsework members to sustain the stresses required by the falsework design. This welding certification shall be in writing, shall be signed by an engineer who is registered as a Civil Engineer in the State of California, and shall be provided prior to placing any concrete for which the falsework is being erected to support.

The Contractor's engineer who signs the falsework drawings shall also certify in writing that the falsework is constructed in conformance with the approved drawings and the contract specifications prior to placing concrete. This certification shall include performing any testing necessary to verify the ability of the falsework members to sustain the stresses required by the falsework design. The engineer who signs the drawings may designate a representative to perform this certification. Where falsework contains openings for railroads, vehicular traffic, or pedestrians, the designated representative shall be qualified to perform this work, shall have at least three years of combined experience in falsework design or supervising falsework construction, and shall be registered as a Civil Engineer in the State of California. For other falsework, the designated representative shall be qualified to perform this work and shall have at least three years of combined experience in falsework design or supervising falsework construction. The Contractor shall certify the experience of the designated representative in writing and provide supporting documentation demonstrating the required experience if requested by the Engineer.

PERMANENT STEEL DECK FORMS

Forms for the deck slabs between girders at the option of the Contractor, shall either be constructed and removed as provided in Section 51-1.05, "Forms," of the Standard Specifications, or shall be constructed and left in place in conformance with these special provisions.

Permanent steel deck forms and supports shall be steel conforming to the requirements in ASTM Designation: A653/A653M (Designation SS, Grades 33 through 80) having a coating designation G165. The forms shall be mortar-tight, true to line and grade, and of sufficient strength to support the loads applied.

Detailed working drawings for forms shall be submitted to the Engineer for approval in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. Three sets of drawings shall be submitted. These drawings shall show the grade of steel, the physical and section properties for all deck members, the method of support and grade adjustment, accommodation for skew, and methods of sealing against grout leaks.

Working drawings shall be submitted sufficiently in advance of the start of the affected work to allow time for review by the Engineer and correction by the Contractor of the drawings without delaying the work. Such time shall be proportional to the complexity of the work but in no case shall such time be less than 3 weeks after complete drawings and all support data are submitted.

The design of permanent steel deck forms shall be based on the combined dead load of the forms, reinforcement, and plastic concrete plus an allowance for all anticipated construction loads. The allowance for construction loads shall be not less than 2400 Pa. The combined dead load shall be assumed to be not less than 2560 kg/m³ for normal concrete and not less than 2080 kg/m³ for lightweight concrete.

Physical design properties shall be computed in conformance with the requirements of the AISI specification for the "Design of Cold Formed Steel Structural Members."

The maximum allowable stresses and deflections used in the design of steel forms shall be as follows:

- A. Tensile stress shall not exceed 0.725 of the specified yield strength of the material furnished or 250 MPa.
- B. Deflection due to dead load shall not exceed 0.0056 of form span or 13 mm, whichever is less. In no case shall the dead load for deflection calculations be less than 5750 Pa total.
- C. Form camber, used at the option of the Contractor, shall be based on the actual dead load condition. Camber shall not be used to compensate for deflection in excess of the allowable limits.
- D. The design span of the form sheets shall be the clear span of the form plus 50 mm measured parallel to the form flutes.

Permanent steel deck forms shall not be used for those sections of deck slabs that contain a longitudinal expansion joint unless additional supports are placed under the joint.

Permanent steel deck forms shall not interfere with the movement at deck expansion joints.

The clearance between the surface of permanent forms and any bar reinforcement shall be not less than 25 mm. The configuration of the forms shall be such that the mass of deck slab is not more than 110 percent of the mass of the total deck slab as dimensioned on the plans.

Permanent steel deck forms shall be installed in conformance with the approved working drawings.

Form sheets shall not rest directly on the top of the girder flanges. Sheets shall be securely fastened to form supports and shall have a minimum bearing length of 25 mm at each end. Form supports shall be placed in direct contact with the flange of the girder. Attachment of supports shall be made by bolts, clips or other approved means.

Transverse deck construction joints shall be located at the bottom of a flute and 6-mm weep holes shall be field drilled at not less than 300 mm on center along the line of the joint.

Permanently exposed galvanized form surfaces that are abraded or damaged prior to installation shall be repaired by thoroughly wire brushing the damaged areas and removing all loose and cracked coating, after which the cleaned areas shall be painted with 2 applications of unthinned zinc-rich primer (organic vehicle type) conforming to the provisions in Section 91, "Paint," of the Standard Specifications. Aerosol cans shall not be used. Minor heat discoloration in area of welds need not be repaired.

10-1.79 RAISED PROFILED THERMOPLASTIC TRAFFIC STRIPE

Raised Profiled thermoplastic traffic stripe shall conform to the provisions in Section 84, "Traffic Stripes and Pavement Markings," of the Standard Specifications and these special provisions.

Profiled thermoplastic material shall conform to the requirements of State Specification PTH-02PROFILE.

The "raised rib, raised profile" shall be a trapezoidal profile such that the leading and trailing edges slope at an angle of approximately 45 degrees. There shall be one raised rib segment extending at least 80% of the line width for 100 mm wide stripes. There shall be two raised rib segments extending at least 80% of the line width and one drainage channel for 200 mm wide stripes. 300-mm wide stripes shall have three raised rib segments extending at least 80% of the line width with two drainage channels. The drainage channels shall measure no greater than 20 mm at the base of the rib. The baseline shall be continuous between the raised rib segments. All raised rib segments shall have an above the highway surface minimum thickness (height) of 11 mm. The length of raised profile segment shall be 63 to 76 mm when measured at the widest portion of the crown of the raised rib. Deviations from the raised rib dimensions shall be limited to less than 0.1% of the total raised rib count, with no ribs longitudinally exceeding 100 mm at the crown. Rib counts shall be any single or group of ribs extending across the line width at any single point. The raised profile segments shall be approximately rectangular.

During application of the thermoplastic material, the pavement shall be clean and completely dry, the temperature of the pavement shall be between 16°C and 60°C, and the temperature of the thermoplastic material shall be as recommended by the manufacturer. A primer of the type recommended by the thermoplastic manufacturer shall be applied whenever the pavement temperature is below 22°C and also when applying raised profile thermoplastic to portland cement concrete pavements, asphalt concrete pavements over 6 months old, or over existing striping.

The marking system shall be applied to the pavement surface by automated screed extrusion equipment in a continuous process at temperatures from 165°C to 205 °C. The equipment shall have the capability of installing a minimum of 9,000 meters/day for 100 mm wide solid line. Placement of the markings on newly installed friction courses shall not be done for a minimum of 30 days. Longer cure times may be directed by the Engineer. The thermoplastic line shall retain its height and shape, and shall not flow or flatten while cooling or when bearing traffic. The width of the line shall be in accordance with the plans. The edges of the lines shall be well defined and free from waviness. Glass beads conforming to AASHTO M247 Type I shall be applied to the surface of the markings as part of the application process while it is in the semi-molten state to assure proper adhesion. The rate of application shall be 60 Kg per 100 square meters. Reflectivity readings using the LTL 2000, or other suitable 30 meter geometry system, on the base line portions shall not be less than 300 mcd/lux/m² for white during the first 30 days of traffic exposure.

At least 14 days prior to the scheduled start of production of raised profiled thermoplastic, the Contractor shall submit a written Quality Control Plan to the Engineer. At the request of the Engineer or the Contractor, the Contractor shall discuss details of the Quality Control Plan with the Engineer. The Engineer shall review and approve the Quality Control Plan in writing, prior to the placement of the test stripe.

The Quality Control Plan shall describe the organization and procedures that will be used to administer the quality control system, including the procedures used to control the production process, the procedures used to determine when changes to the production process are needed, and the procedures proposed to be used to implement the required changes.

Raised profiled thermoplastic production and placement shall not begin until the Engineer approves the Quality Control Plan in writing. Approval of the Quality Control Plan does not imply a warranty by the Engineer that adherence to the plan will result in production of acceptable raised profiled thermoplastic. It shall remain the responsibility of the Contractor to demonstrate such compliance.

The Quality Control Plan shall include the name and qualifications of a Quality Control Manager, experienced with the equipment, materials, and application of raised profiled thermoplastic traffic striping. The Quality Control Manager shall be responsible for the administration of the Quality Control Plan, including compliance with the plan and plan modifications. The Quality Control Manager shall be responsible to the Contractor and shall have the authority to make decisions concerning the quality of the work or product. Except in cases of emergency and with the written approval of the Engineer, the Quality Control Manager cannot be a foreman, member of the production or striping crew, an inspector, or tester on the project during stripe production and placement.

The Quality Control Plan may be modified as work progresses. A supplement shall be submitted in writing to the Engineer whenever there are changes to quality control procedures or personnel. Raised profiled thermoplastic production and placement shall not resume or continue until the Engineer approves the revisions to the Quality Control Plan in writing.

Prior to application, and in the presence of the Quality Control Manager, the Contractor shall place a test stripe on roofing felt or other suitable material to demonstrate the Contractor's abilities to apply a stripe with the desired profile for a minimum length of 15 meters.

The Contractor shall not place striping material on the roadway without the approval of the Engineer.

The Engineer shall require the Contractor to delay installation of the material if, in the opinion of the Engineer, the Contractor does not have suitable equipment or skills to place the striping materials in a suitable manner. If the Contractor's initial test stripe is not approved, the Quality Control Manager shall work with the Contractor to perform the necessary training and adjustments to repeat the test stripe application to the satisfaction of the Engineer.

The Contractor shall provide a profile template or profile height gauge to the Engineer during application and inspection of the thermoplastic striping to determine if the applied thermoplastic line is profiled to match the plans.

The Quality Control Manager shall be present during placement of the test stripe, the initial application, the final application, and at selected intervals as outlined in the Quality Control Plan.

The Quality Control Manager shall immediately alert the Contractor and the Engineer to anything that could affect the performance of the product. The Quality Control Manager shall ensure that materials are placed in conformance with accepted procedures.

Raised profiled thermoplastic traffic stripe will be measured and paid for in the same manner specified for thermoplastic traffic stripe in Section 84-2, "Thermoplastic Traffic Stripes and Pavement Markings," of the Standard Specifications.

ENGINEER'S ESTIMATE

06-350704

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
81	414111	ROUT AND SEAL RANDOM CRACKS	M	360		
82 (S)	420201	GRIND EXISTING CONCRETE PAVEMENT	M2	200 000		
83 (S)	490655	400 MM CAST-IN-DRILLED-HOLE CONCRETE PILING	M	388		
84 (S)	490657	600 MM CAST-IN-DRILLED-HOLE CONCRETE PILING	M	318		
85	491007	FURNISH PILING (CLASS 400)	M	305		
86 (S)	491008	DRIVE PILE (CLASS 400)	EA	28		
87 (S)	498024	400 MM CAST-IN-DRILLED-HOLE CONCRETE PILING (BARRIER)	M	4830		
88 (F)	510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	M3	162		
89 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	M3	2095		
90 (F)	510086	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	M3	301		
91	510087	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	M3	844		
92	510314	CLASS 4 CONCRETE (BACKFILL)	M3	650		
93 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	144		
94	510800	PAVING NOTCH EXTENSION	M3	18		
95	511106	DRILL AND BOND DOWEL	M	125		
96 (S)	512230	FURNISH PRECAST PRESTRESSED CONCRETE GIRDER (10 M - 15 M)	EA	16		
97 (S)	512231	FURNISH PRECAST PRESTRESSED CONCRETE GIRDER (15 M - 20 M)	EA	23		
98 (S)	512232	FURNISH PRECAST PRESTRESSED CONCRETE GIRDER (20 M - 25 M)	EA	7		
99 (S)	512233	FURNISH PRECAST PRESTRESSED CONCRETE GIRDER (25 M - 30 M)	EA	7		
100 (S)	512500	ERECT PRECAST PRESTRESSED CONCRETE GIRDER	EA	53		

ENGINEER'S ESTIMATE

06-350704

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
141	731530	MINOR CONCRETE (TEXTURED PAVING)	M3	310		
142 (S-F)	750001	MISCELLANEOUS IRON AND STEEL	KG	13 501		
143 (S-F)	750501	MISCELLANEOUS METAL (BRIDGE)	KG	720		
144 (S)	800391	CHAIN LINK FENCE (TYPE CL-1.8)	M	94		
145 (S)	800423	CHAIN LINK FENCE (TYPE CL-2.4)	M	1270		
146	810110	SURVEY MONUMENT	EA	35		
147	820107	DELINEATOR (CLASS 1)	EA	10		
148	820134	OBJECT MARKER (TYPE P)	EA	1		
149	820151	OBJECT MARKER (TYPE L-1)	EA	7		
150 (S)	832002	METAL BEAM GUARD RAILING (STEEL POST)	M	84		
151 (S)	839541	TRANSITION RAILING (TYPE WB)	EA	10		
152 (S)	839553	END SECTION	EA	8		
153 (S)	839568	TERMINAL ANCHOR ASSEMBLY (TYPE SFT)	EA	22		
154 (S)	839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	8		
155 (S)	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	EA	17		
156	839701	CONCRETE BARRIER (TYPE 60)	M	9190		
157	839703	CONCRETE BARRIER (TYPE 60C)	M	590		
158	034821	CONCRETE BARRIER (TYPE 60R)	M	150		
159 (F)	839725	CONCRETE BARRIER (TYPE 736)	M	590		
160	839734	CONCRETE BARRIER (TYPE 736SV)	M	3120		

ENGINEER'S ESTIMATE
06-350704

TOTAL BID (A): = _____

TOTAL BID (B):

\$ 64,200.00 **x** _____ **=** _____

(Cost Per Day) **(Enter Working Days Bid)**
(Not To Exceed 380 Days)

TOTAL BASIS FOR COMPARISON
OF BIDS: **(A + B):** _____